

# The Hongkong Telegraph.

No. 28

FRIDAY, FEBRUARY 24, 1882.

FIVE DOLLARS  
PER QUARTER.

## Insurances.

### YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up) .....Tls. 420,000.00  
PERMANENT RESERVE .....Tls. 230,000.00  
SPECIAL RESERVE FUND.....Tls. 288,936.17

TOTAL CAPITAL and  
ACCUMULATIONS, 2nd  
April, 1881.....Tls. 938,936.17

DIRECTORS.  
F. B. FORBES, Esq., Chairman.  
M. W. BOYD, Esq. WM. MEYERINK, Esq.  
J. H. PINCKVOS, Esq. F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.  
Messrs. RUSSELL & Co., secretaries.

LONDON BRANCH.  
Messrs. BARRING BROTHERS & Co.  
Bankers.

RICHARD BLACKWELL, Esq., Agent.  
68 and 69, Cornhill, E.C.

POLICES granted on MARINE RISKS to all  
parts of the World.  
Subject to a charge of 12 per cent. for Interest  
on shareholders' Capital, all the PROFITS of the  
UNDERWRITING BUSINESS are annually dis-  
tributed among all Contributors of Business in-  
proportion to the premia paid by them.  
RUSSELL & Co.,  
Agents.  
Hongkong, 23rd January, 1882. [53]

## NOTICE.

THE MAN ON INSURANCE COMPANY,  
LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on GOODS,  
&c. Policies granted to all Parts of the world  
payable at any of its Agencies.

WOO LIN YUEN,  
Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST.  
Hongkong, 1st February, 1882. [81]

LE CERCLE TRANSPORTS.  
SOCIÉTÉ ANONYME D'ASSURANCE  
MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.  
CAPITAL PAID-UP.....3,750,000 Francs.

The Undersigned, having been appointed  
AGENTS of the above Company, are prepared to  
GRANT POLICIES on MARINE RISKS to all  
parts of the World.

ARNHOLD, KARBERG & Co.  
Hongkong, 15th June, 1881. [4]

## To be Let.

TO LET.

A LARGE GRANITE GODOWN, in "BLUE  
BUILDINGS," Praya East, with immediate  
possession.  
Apply to  
J. M. GUEDES.  
33, WELLINGTON-STREET.  
Hongkong, 19th January, 1882. [49]

TO LET.

NO. 4, OLD BAILEY STREET.  
"KURRAHJAN," No. 10, ALBANY  
ROAD.  
OFFICES IN No. 13, QUEEN'S ROAD  
CENTRAL.  
Apply to  
DAVID SASSOON, SONS & Co.  
Hongkong, 22nd February, 1882. [74]

## For Sale.

ECA DA SILVA AND CO.,  
QUEEN'S ROAD.

HAVE JUST RECEIVED  
EX FRENCH MAIL STEAMER "DJEMNAH,"  
MALAGA FRESH GRAPES, GENTLEMEN'S ready-  
made OVERCOATS, Embroidered and Fine White  
LACE, HALL HANDKERCHIEFS, Ladies' and Gentle-  
men's Finest White LINEN HANDKERCHIEFS,  
White TRAINED SKIRTS for BALL DRESSES,  
White KID GLOVES, Embroidered and Fancy  
FANS.

Great Variety in ORIZA PERFUME TOILET  
REQUISITES, comprising—ORIZA NEW MOWN  
HAY, ORIZA OPPONAK BOUQUET, ORIZA  
WATER, ORIZA SCOTCH LAVENDER, ORIZA LYS,  
ORIZA ESSI, HELIOTROPE,  
&c., &c., &c.

ORIZA POWDER, ORIZA DENTIFRICE, ORIZA  
SOAP, ORIZA HAIR OIL,  
&c., &c., &c.

ECA DA SILVA & Co.  
Hongkong, 23rd November, 1881. [9]

A FONG, PHOTOGRAPHER,  
HAS A LARGE COLLECTION OF VIEWS  
than any other in CHINA.

Miniatures Painted on Ivory from \$7.  
Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all other styles  
of Portraits at equally moderate prices executed  
under the supervision and management of  
D. K. GRIFFITH,  
Studio 8, Queen's-road.  
[13]

J. AND R. TENNENTS ALE AND  
PORTER.

DAVID CORSAIR & SONS'  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
CROWN  
ARNOLD KARBERG & Co.  
Hongkong, 15th June, 1881. [5]

FOR SALE.

AUSTRALIAN WINES, PORT & SHERRY,  
of the finest quality, from Coolatta Vine-  
yard, Braxton, Hunter River, N.S.W.  
Apply to  
R. FRASER-SMITH,  
No. 6, Peddar's Hill.

## For Sale.

### H. FOURNIER & CO.

HAVE FOR SALE, JUST RECEIVED EX  
"PEHU,"  
A SPLENDID ASSORTMENT OF  
FANCY GOODS.

FANCY PLAYING CARDS.  
CRACKERS.

BONBONS (Assorted).  
CHOCOLATE CREAM.  
CHOCOLATE MENIER.

FIGS.

MALAGA RAISINS.  
TABLE PLUMS.

FRUIT IN JUICE (Assorted).  
CONFITURES DE ST. JAMES  
(in Bottles and Tins).

SYRUPS (Assorted).  
HUNTLY and PALMER'S BISCUITS.  
ALMONDS and NUTS.  
VANILLA.

PATE DE FOIE GRAS.  
NOIX DE VEAU TRUFFEE (in Tins).  
COTELETTE DE VEAU (in Tins).  
VEAU ROTI (in Tins).  
RIS DE VEAU (in Tins).  
FRICANDAU (Assorted).  
TRUFFES.

VEGETABLES (Assorted).  
ANCHOVIES in Oil.  
CAVIAR.

SARDINES in Lemon Juice.  
SARDINES in Tomatoes.  
SARDINES in Oil.

FRENCH and ENGLISH MUSTARD.  
SAUSAGES (Assorted).  
LYON'S SAUSAGES.

FRENCH & SPANISH OLIVES.  
FRENCH ISIGNY BUTTER (in 1 and  
2 lbs. Tins).  
MACCARONI, (Assorted) Paste for  
Soups, Letters, stars, &c.

TAPIOCA.  
FINE-GROUND MOCHA COFFEE.

C H E E S E.

GRUYERE.  
ROQUEFORT.  
DUTCH.  
CALIFORNIA.  
CREAM.

FRENCH TOBACCO AND  
CIGARETTES.

ASSORTED PERFUMERY  
FROM  
PINAUD AND PIVERT OF PARIS.

A large quantity of  
FRENCH MINERAL WATERS  
in Pints of 100 bottles per Case.

CORK STOPPERS,  
for Soda and other Bottles.

C. L A R E T S  
In Bottles and Wood.

CHATEAU LAROSE.  
CHATEAU LAFFITTE.

CHATEAU MARGAUX.  
ST. EMILION.  
MEDOC.

W I N E S.

SAUTERNE.  
PORTO.

SHERRY.

MARSALA.

B R A N D Y.

FRENCH COGNAC.

ABSINTHE.

L I Q U E U R S.

CHARTREUSE (Pints and Quarts).  
BENEDICTINE (Pints and Quarts).  
MARASCHINO.

CURACAO.

ANISETTE (Marie Brigard).  
ANGOSTURA BITTERS.

BOKER'S BITTERS.

KIRSCHWASSER.

PEPPERMINT.

VERMOUTH (Noilly Prat).  
VERMOUTH (Turino).

FANCY SILK UMBRELLAS.

And a VARIETY of OTHER GOODS.

Hongkong, 25th January, 1881. [17]

## Intimations.

### ROSE & CO.,

31 AND 33, QUEEN'S ROAD CENTRAL.

GENERAL DRAPERY DEPARTMENT  
LONG CLOTHS and FLANNELS.  
TABLES LINEN and IRISH LINENS. GENERAL HOUSEHOLD LINENS,  
SHEETINGS, BLANKETS, &c., &c.

FANCY DRESS AND SILK DEPARTMENTS.  
PLAIN and FANCY DRESS GOODS.  
COLOURED and BLACK SILKS.

FANCY BROCADED SILKS (PARISIAN).  
ALL WOOL SERGES, &c., &c., &c.

SILK VELVETS and VELVETEENS.  
FASHIONABLE STRIPED SILK VELVETS.  
FASHIONABLE EMBOSSED VELVETEENS.

FASHIONABLE EMBOSSED VELVETEENS.  
FASHIONABLE EMBOSSED VELVETEENS.  
COLLARS and CUFFS.

Ribbons, Flowers, Feathers, Real and Imitation Laces, Sunshades, Umbrellas, Corsets, Ladies'  
and Children's Boots and Shoes, Ladies' and Children's Under-clothing, Fancy Wool and Crewel  
Work, Fancy Goods. Chemise and Beaded Fringes, Spanish and Beaded Black Laces, Hosiery  
Gloves, &c., &c., &c.

Also, GENTLEMEN'S  
Shirts, Collars, Scarves, Handkerchiefs, Half Hose, Undershirts, Drawers, Solitaires and studs,  
and an indescribable number of Miscellaneous Goods.

ROSE AND COMPANY,  
31 AND 33, QUEEN'S ROAD.

### SAYLE & CO.'S SHOWROOMS.

### SAYLE & CO.

BEG TO ANNOUNCE THAT THEY INTEND HAVING  
THEIR  
GREAT CLEARANCE SALE  
DURING  
THE MONTH OF FEBRUARY.

ALL GOODS MARKED IN PLAIN FIGURES AT REDUCED PRICES.

TOYS WILL BE SOLD AT HALF-PRICE.

VICTORIA EXCHANGE, HONGKONG.  
Hongkong, January 30th, 1882. [79]

### HONGKONG RACES—HONGKONG RACES.

### T. N. DRISCOLL,

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER.  
No. 6, QUEEN'S ROAD CENTRAL.

By Special Appointment to H.E. the GOVERNOR of HONGKONG  
and to  
H.H. the GRAND DUKE ALEXIS of RUSSIA.

Is now showing, ex "GLENROY,"  
A SPLENDID ASSORTMENT OF BLACK and BLUE FRENCH COATINGS.

A CHOICE LOT OF SUITINGS and TROWSERINGS, in FRENCH,  
WEST of ENGLAND, SCOTCH, CHEVIOT, and SAXONY TWEEDS.

WHITE CASSIMERES, for RACING BREECHES.  
BEDFORD and WORSTED CORDS. LIGHT MELTONS, for OVERCOATS.

DRAB SHELL and BLACK SILK HATS. BLACK and DRAB FELT HATS.  
RACING SCARVES, &c., &c., &c. [14]

### ED. CHASTEL & CO.,

WINE MERCHANTS,  
MARINE HOUSE, 15, QUEEN'S ROAD.

HAVE for sale, ex recent arrivals, Light Breakfast CLARETS in Quarts and Pints. After Dinner  
CLARETS in Quarts and Pints.

CHATEAU LAFITE, MARGAUX, LAROSE, LEOVILLE CLOS DE  
MAURIN, &c., &c.

DE ST. MARCEAUX & Co.'s CHAMPAGNE in Quarts, Pints and Half-Pints.  
CLARET IN WOOD.

CHARTREUSE, CURACAO, MARASCHINO.  
PRICE LIST ON APPLICATION. [27]

### KELLY & WALSH

ARE PREPARED TO RECEIVE SUBSCRIPTIONS FOR, AND TO SUPPLY  
FROM HOME DATES OF JANUARY 1ST,

the rates of Subscription for 12 months, including postage, *vide* Brindisi and Marseilles:—

Scraper's Magazine .....\$ 6.00 Leslie's Illustrated Paper.....\$ 7.00  
Harper's Monthly .....\$ 6.00 Harper's Weekly .....\$ 7.00  
Popular Science Monthly.....\$ 7.00 Harper's Bazar.....\$ 7.00  
Illustrated News (in-  
cluding Xmas and all  
extra Numbers).....\$12.00 The World.....\$11.00  
Weldon's Lady's Journal.....\$ 3.00 Nautical Magazine.....\$ 4.50  
Punch .....\$ 7.00 Family Herald.....\$ 7.00  
St. James Budget.....\$11.00 Leisure Hour.....\$ 4.50  
Whitall Review.....\$11.00 Cassell's Family Mag.....\$ 4.50  
The Mail, 3 times a week.....\$15.00 World of Fashion.....\$ 6.00  
The Safe delivery of all periodicals is guaranteed, duplicate Copies being sent free of charge in  
case of non receipt.

KELLY & WALSH are Sole Agents in Hongkong and the Coast Ports for "The London and China  
Express," the Subscription for which is \$15.00 per Annum. This paper contains special informa-  
tion upon all subjects connected with China, Japan, and the Far East; and makes a feature of  
giving full Market Reports and Quotations of Export and Imports.

C. L. THEVENIN  
COMMISSION AGENT,  
WINE & SPIRIT MERCHANT.

CHAMPAGNE, BURGUNDIES, COG-  
NACS, SHERRIES, LIQUEURS,  
WHISKY, &c., &c.

FRENCH BOOTS AND SHOES,  
FOR LADIES and GENTLEMEN.  
HONGKONG HOTEL BUILDING. [26]

WILLIAM SCHMIDT & CO.  
GUNMAKERS and AMUNITION  
DEALERS,  
BEACONFIELD ARCADE.

Arms, Ammunitions, and Requisites of  
every description.  
Arms Repaired, Cleaned, or Converted at  
moderate charges.

Sporting Guns and Ammunition always  
on hand. [28]

STAG HOTEL.  
QUEEN'S-ROAD CENTRAL.

GOOD ACCOMMODATION FOR VISITORS,  
ENGLISH & AMERICAN BILLIARDS.

Tiffin at One o'clock, Dinner at 7.30.  
This Hotel is most centrally situated and  
within easy distance of the principal landing  
places. [12]

J. COOK, Proprietor.

### CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND  
CLOCK-MAKERS,  
JEWELLERS, SILVER-SMITHS, AND  
OPTICIANS.

CHARTS AND BOOKS.  
NAUTICAL INSTRUMENTS.

SOLE AGENTS  
for Louis Audemars' Watches; awarded the  
highest Prizes at every Exhibition; and  
for Voigtlander and Sohn's  
CELEBRATED OPERA GLASSES, MARINE  
GLASSES, AND SPYGLASSES.  
No. 38, Queen's-road Central. [10]

G. FALCONER & CO.  
WATCH and CHRONOMETER  
MANUFACTURERS  
AND  
JEWELLERS.

NAUTICAL INSTRUMENTS,  
CHARTS and BOOKS.  
No. 46, QUEEN'S-ROAD CENTRAL. [2]

T. ALGAR and COMPANY HOUSE and  
ESTATE AGENTS.  
RENTS COLLECTED.

BROWN, JONES & Co.,  
UNDERTAKERS,  
MOURNING STATIONERY, &c.  
MONUMENTS ERECTED.  
9, HOLLYWOOD ROAD. [8]

## Intimations.

### HONGKONG RACES, 1882.

RULE 15.—ADMISSION to the GRAND STAND  
and ENCLOSURE for GENTLEMEN being Sub-  
scribers of \$10, or upwards, to the Fund, Free;  
for Non-Subscribers, \$5 for the Meeting. Free  
Admission to the New Stand \$1 per diem.

RULE 16.—TICKETS OF ADMISSION to the  
GRAND STAND and ENCLOSURE to be had on  
application to J. THURBURN, Esq., Hon. Treas-  
urer, and at the Gate on Race Days. No one  
admitted without a Ticket, to be shown to the  
Gate-keeper.

H. J. H. TRIPP,  
Clerk of Course.  
Hongkong, 21st February, 1882. [123]

## NOTICE.

TENDERS are INVITED for the PUR-  
CHASE of 142 HONGKONG HOTEL  
SHARES, the Property of the HONGKONG  
HOTEL COMPANY, LIMITED.

Applications to be sent to the Undersigned  
until ONE O'CLOCK P.M. on the 28th February,  
1882.

Offers under Par will not be entertained.  
By Order of the Board of Directors,  
LOUIS HAUSCHILD,  
Secretary of the Hongkong Hotel  
Company, Limited.

Hongkong, 9th February, 1882. [103]

THE HONGKONG FIRE INSURANCE  
COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

The THIRTEENTH ORDINARY ANNUAL MEET-  
ING of SHAREHOLDERS in the above Com-  
pany will be held at the Office of the Company,  
No. 7, Queen's Road, at Half-past THREE  
O'CLOCK, in the Afternoon of TUESDAY, the  
28th February instant, to receive a statement of  
Accounts to the 31st December, 1881, the Report  
of the General Managers, and to Elect a Con-  
sulting Committee and Auditors.

JARDINE, MATHESON & Co.,  
General Managers,  
Hongkong Fire Insurance Co., Limited.  
Hongkong, 9th February, 1882. [101]

THE HONGKONG FIRE INSURANCE  
COMPANY, LIMITED.

## NOTICE.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 15th to the 28th day  
of February instant, both days included.

JARDINE, MATHESON & Co.,  
General Managers,  
Hongkong Fire Insurance Co., Limited.  
Hongkong, 9th February, 1882. [102]

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

The ORDINARY YEARLY MEETING of  
SHAREHOLDERS will be held in the Offices  
of the Company, No. 14, Praya Central, on  
WEDNESDAY, 1st March, 1882, at THREE P.M.,  
for the purpose of receiving the Report of the  
Directors and a Statement of Accounts to 31st  
December, 1881.

The TRANSFER BOOKS of the Company will be  
CLOSED from the 15th instant to the 1st prox.  
inclusive.

By Order of the Board of Directors,  
R. COOKE,  
Acting Secretary.  
Hongkong, 13th February, 1882. [111]

J. M. G U E D E S.

HOUSE and LAND BROKER,  
No. 33, WELLINGTON-STREET, HONGKONG.  
Hongkong, 23rd January, 1882. [62]

HONGKONG TIMBER YARD,  
WANCHAI.

OREGON PINE SPARS and LUMBER  
ALWAYS ON HAND.  
L. MALLORY,  
Proprietor.  
Hongkong, 24th June, 1881. [11]

## NOTICE OF REMOVAL.

R. FRASER-SMITH, PUBLIC  
ACCOUNTANT, ARBITRATOR, AND  
COMMISSION MERCHANT,  
has THIS DAY Removed to No. 6, Peddar's Hill.

All kinds of COMMISSION BUSINESS executed  
on the most reasonable terms. Special Agents  
in London and Sydney.

Balance Sheets drawn out; Books balanced  
and audited, and every description of Account-  
ant's Work undertaken. Charges strictly mode-  
rate, and perfect accuracy guaranteed.

Office Hours: NINE till FOUR.  
Hongkong, 2nd January, 1882.

## Shipping.

FOR PORTLAND, OREGON.  
THE 3/3 L. I. American Bark

EDWIN REED,  
Gilmour, Master, will load here for the above  
Port, and will have quick despatch.

For Freight, apply to  
RUSSELL & Co.  
Hongkong, 20th January, 1882. [119]

FOR PORTLAND (OREGON).  
THE 3/3 L. I. German Ship

FRITZ,  
F. Lankenan, Master, will load here for the above  
Port, and will have quick despatch.

For Freight, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 16th February, 1882. [116]

## CHARTER.

WANTED, TO CHARTER, for THREE  
MONTHS, at the end of February, a  
STEAMSHIP of about 1,500 tons burthen, able to  
steam well on a Moderate Consumption of Coal.  
Apply, with full Particulars, to  
L. G. C.  
Care of Hongkong Telegraph Office.  
Hongkong, 25th January, 1882. [68]

## Shipping.

FOR HOIHOW, PAKHOI, AND  
HAIPHONG.

THE Steamship  
PING-ON.

Captain McCaslin, will be despatched for the  
above Port on SUNDAY, the 26th instant, at  
DAYLIGHT.

For Freight or Passage, apply to  
RUSSELL & Co.  
Hongkong, 20th February, 1882. [122]

FOR VICTORIA, VANCOUVER'S  
ISLAND.

THE A. 1. American ship

W. J. ROTCH,  
Bray, Master, will load here for the above Port,  
and will be despatched on or about the 25th  
instant.

For Freight, apply to  
RUSSELL & Co.  
Hongkong, 20th February, 1882. [120]

AUSTRO-HUNGARIAN LLOYD'S  
STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG,  
COLOMBO, BOMBAY, ADEN, SUEZ,  
PORT SAID, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA,  
PERSIAN GULF PORTS, ODESSA, and the  
MEDITERRANEAN PORTS).

THE Company's Steamship

DAPHNE,  
Captain G. Doncich, will be despatched on  
MONDAY, the 6th prox., at FOUR P.M.

For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 16th February, 1882. [115]

FOR SYDNEY, MELBOURNE, AND  
ADELAIDE.

(Calling at PORT DARWIN and QUEENSLAND  
PORTS, should sufficient inducement offer, and  
taking through Cargo to NEW ZEALAND.)

THE Eastern and Australian Steamship  
Company's Steamer

MINNIUR,  
will be despatched as above, on or about SA-  
TURDAY, the 11th March.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 17th February, 1882. [118]

## UNION LINE.



## Intimations.

NOW IN THE PRESS AND SHORTLY TO BE PUBLISHED.



(BY AUTHORITY.)

THE HONGKONG DIRECTORY AND LIST FOR THE FAR EAST. A NEW DIRECTORY FOR CHINA, JAPAN, AND THE PHILIPPINES, FOR THE YEAR 1882. PRICE TWO DOLLARS.

The above work will shortly be published at the office of this Paper, and will contain a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Ports, including Formosa; the Treaty Ports of China and Japan; the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations have been applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, have supplied the necessary matter to ensure correctness upon forms sent for that purpose. The Naval and Military portions have been taken from the latest published official lists and revised at Headquarters; in fact no pains have been spared to make "THE HONGKONG DIRECTORY AND LIST FOR THE FAR EAST" a perfectly reliable and accurate work.

"THE HONGKONG DIRECTORY AND LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at this Office for

TWO DOLLARS.

There is not space in the compass of an ordinary advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong, or any other part of the East, at the price.

"Telegraph" Office, Hongkong.

THE HONGKONG DIRECTORY WILL CONTAIN THE TREATIES WITH CHINA, JAPAN, & SIAM. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN A DESCRIPTION OF ALL THE TREATY PORTS IN CHINA AND JAPAN. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN TRADE STATISTICS FROM OFFICIAL SOURCES. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN THE CONDITIONS OF TRADE WITH CHINA & JAPAN. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL BE PUBLISHED AT TWO DOLLARS. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN THE PORT, CUSTOMS, CONSULAR, AND HARBOUR REGULATIONS OF THE TREATY PORTS OF CHINA & JAPAN. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY IS PUBLISHED AT TWO DOLLARS. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN LISTS OF MILITARY OFFICERS serving in the China Command, which has been revised at Headquarters. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN THE NAMES OF THE NAVAL OFFICERS ON THE CHINA STATION. Including the most recent appointments and local changes, corrected at Headquarters. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY HAS BEEN LARGELY ORDERED IN ALL PORTS BETWEEN SINGAPORE AND NEWCHANG. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY IS PUBLISHED AT TWO DOLLARS. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN THE LARGEST LIST OF FOREIGN RESIDENTS IN THE EAST. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN THE ONLY CORRECT LIST OF HONGKONG GOVERNMENT OFFICIALS. OFFICE, 6, PEDDAR'S HILL.

## Intimations.

A. S. WATSON & CO. WHOLESALE AND RETAIL DRUGGISTS, GENERAL CHEMISTS, AND

Manufacturers of the following REGISTERED PATENT WATERS, viz.: SODA, TONIC, SASSAPARILLA, AND POTASH, LEMONADE, GINGERADE, RASPBERRYADE, AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from 7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED, PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast Orders.

HONGKONG DISPENSARY, HONGKONG. SHANGHAI PHARMACY, SHANGHAI. CANTON DISPENSARY, CANTON. THE DISPENSARY, FOCHOW.

NOTICES TO CORRESPONDENTS. Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name. Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only, and rejected communications can not be returned. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

## The Hongkong Telegraph

HONGKONG, FRIDAY, FEBRUARY 24, 1882.

The following remarks upon "Militarism" we take from *Capital and Labour*. The Chinese can teach us something on this subject, we venture to think, and the subordinate position held by the Military throughout China is not the least curious feature of its polity, and affords an ample field for the philosophical student. "Mr. HERBERT SPENCER, whose writings have obtained for him a cosmopolitan reputation, has recently been directing his attention to the subject of militarism. What a sweeping condemnation of the war spirit, and of the military mind in general, is involved in Mr. SPENCER'S principle that 'the militant type is characterised by the absence, or the comparative rarity of bodies of citizens associated for commercial purposes, for propagating special religious views, or for achieving philanthropic ends.' This is a comprehensive charge, which practically implies, that the friend of war, as a class, render no assistance to any form of human progress, or religious development. Yet how sadly true is this dark picture, when placed in the clear light of scientific history, as studied by Mr. SPENCER! How destructive of commerce the war spirit shows itself, when in activity, needs no argument. Even within the last few years, the greatest military nation of Europe, Germany, has, by her Bismarckian policy of 'blood and iron,' diffused the gloom of bankruptcy, poverty, and trade depression, more or less, over the whole empire, from the Baltic to the Alps. Truly, militarism is the enemy of commerce, of trade, and of financial prosperity. It always was so, and always will be so. Mr. SPENCER is as scientifically correct in his condemnation of the militant spirit, for being opposed to religious and philanthropic progress. Here, again, the history of our own age furnishes examples. The American civil war was followed, throughout the Union, by a marked deprivation of public morals, and by a great increase of crime, profligacy, and profanity, the pernicious effects of which are still deeply felt over the land. And, generally, it needs no reminder that wherever a barracks exists, in cities at home or abroad, there the haunts of vice and drunkenness flourish and find a congenial situation and constant patronage. Again, Mr. SPENCER remarks—"The fundamental principle of the militant type is compulsory co-operation." But compulsory co-operation is merely a polite name for slavery and for despotism. The liberties of nations have found warriors to be their most determined and unsympathising foes. Cromwell turning out the Long Parliament of England; the two Bonapartes in succession, locking out or defying the National Assemblies of France; and Bismarck publicly insulting the German Legislature: these are but typical illustrations, amongst a large class of similar ones, from recent history. Another and hardly less serious charge is made by Mr. SPENCER, that militarism fosters "the direct repression of intellectual culture." And this, too, is historically and scientifically true. Modern military Germany once more affords an instructive example. Her universities, once the leader of European intellect, have latterly with-

drawn into a comparatively quiescent and obscure condition, in consequence of the crushing influences of Bismarckian militarism. The all-embracing, rigorously-enforced Conscription tends to interrupt, to shorten, to spoil, the collegiate career of the German student. Similarly, also, it interposes tyrannical and ruinous obstacles in the path of the young merchants and agriculturists, whom it is driving, by thousands annually, into reluctant emigration and life-long expatriation. Wisely has the philosopher raised his protest against some of the manifold evils which constitute the essential accompaniments of the military spirit, in all nations and in every age. May the commercial, the thoughtful, and the religious classes increasingly ponder the truths thus impressed upon them from a somewhat unexpected, but specially authoritative, source."

Since this article was written, it would appear that this great question is likely to be put to the test, for according to the recent telegram the two great rival Military nations of the world, Russia and Germany, are going to have a trial of their military strength, and it is as likely as not to result in the weakening of the military element in both countries, which, if HERBERT SPENCER is right, will be a gain to the world generally.

THE battery on Stone Cutters' Island will be mounted by the Royal Artillery on Monday next.

The following charters were effected in Amoy during the past fortnight:—Auguste, 5,000 piculs, Taiwanfoo to Tientsin, 18 lay days, \$1,650; Faugh Balough, 6,000 piculs, Foochow to Tientsin, 18 lay days, \$2,250; Helene, 6,500 piculs, Chefoo and back to Amoy, 14 lay days, \$1,700.—Gazette.

WHAT has occurred to the steamer *Marie*? We learn observes a London contemporary that she put into Falmouth on Wednesday evening "with various damage, and torpedoes adrift and stove." If the *Marie* cannot take better care of her torpedoes than to send them adrift with no more protection than a stove, she must be in a bad way. What has become of those torpedoes and where is that stove, are now burning questions at Falmouth.

FROM Cairo Reuter telegrams on the same date:—Sir Edward Malet, the British Consul General, has explained to Cherif Pacha that the recent Collective Note addressed to the Egyptian Government by England and France was only intended to intimate the continuance of the close alliance between the two countries in Egyptian affairs on the occasion of the new French Ministry assuming office. In consequence of this declaration it is very probable that the Egyptian Government will make no reply to the Note.

THE Vienna correspondent of the *Standard* writes on January 12th as follows:—Tumults are reported to have broken out against the Jews in Cernowitz, the capital of the province of the Bukovina, where antisemitic prints and placards have been extensively distributed. Yesterday a tailor was arrested for shouting among the crowd of people at the Evening Bourse "Down with Jews." Not satisfied with words, the tailor proceeded to make an attack on one or two persons, when he was in turn seized, and would have been lynched if the police had not rescued him. To-day two socialists have been arrested in Vienna. To-day three mountain batteries have been sent to Dalmatia, where twelve thousand troops have already arrived. Further reinforcements are kept in readiness to march either to Dalmatia or Bosnia if necessary.

APPROXIMATELY the shooting question, says the *Japan Mail* is there nothing to be said about the conduct of foreigners who take out shooting licenses in Japan? Among the conditions upon which those licenses are issued is one engaging the holder "not to shoot in any place outside of the Treaty limits" and the penalty for trespass is forfeiture of license and a fine of ten dollars. Here is no question of forcible arrest or any other high handed proceeding, perhaps because the person who use such permits may be presumed to be of the better classes. So they are, no doubt, but that does not prevent many of them from deliberately violating the conditions printed on their licenses. Whether this is strictly honorable or not, we do not care to enquire. A man may argue that it is his own look-out if he exposes himself to a penalty, and that the very specification of that penalty absolves him from all moral obligation. But such a principle, if pushed to its logical sequence, might justify some very ill-looking deductions, and at all events when we claim to be treated with every consideration due to gentlemen, it is well to come into court with perfectly clean hands. One can understand and heartily sympathise with a sportsman who succumbs to the terrible temptation of pursuing a flight of pheasants to a cover beyond limits, or suffers himself to be beguiled into visiting a marsh where the snipe are as "thick as berries on a hedge-row." But we have no fellow-feeling for persons who set out with the deliberate intention of shooting beyond treaty limits, above all when they seek not sport but profit—in saying which we do not speak *sans connaissance de cause*, seeing that at this very moment there are, it is rumoured, two gentlemen, one at any rate an Englishman, engaged in butchering five hundred pheasants in a day in order to fulfill a London order for that number of skins. That seems a little too much of a good thing, and we should not be sorry to hear that these two gentlemen had been brought back "to the nearest point of the said limits, under the surveillance of the local authorities, and by force if necessary."

## HONGKONG RACES, 1882.

SECOND DAY, FRIDAY, 24TH FEBRUARY.

Stewards—H.E. Sir John Pope Hennessy, K.C.M.G.; H.E. Lieut-General Donovan; Commodore Cumby, R.N.; Lieut-Colonel Geddes; Royal Inniskilling Fusiliers; Hon. P. Kyrie; Hon. F. Bulkeley Johnson; A. Coxon, Esq.; H. Hoppius, Esq.; H. De Courcy Forbes, Esq.; T. Jackson, Esq.; F. D. Sassoon; W. H. F. Darby, Esq.; Judge, E. Sheppard, Esq.; Starter, A. Coxon, Esq.; Clerk of the scales, H. Hoppius, Esq.; and W. H. F. Darby, Esq.; Honorary Treasurer, J. Thurburn, Esq.; Clerk of the Course, H. J. H. Tripp, Esq.

Beautiful weather again favored race-goers, and the attendance at the race-course was if anything even larger than on the opening day. The racing was of a high class, the finishes in most of the races being close and exciting. The ball was opened with the scurry stakes, a mile contest confined to griffins, which fell to Huntsman after a splendid race for the last half mile with Airie, the verdict in favor of Mr. St. Andrew's pony being gained in the last few strides. Although only three runners contested the Exchange Plate, the excitement ran high among the partisans of First Comet, Tajmahal, and Strathpeffer respectively, the first named having a decided call in the quotations when the flag fell. The pace was made a cracker from the start, Tajmahal and First Comet racing each other to a standstill, which enabled Mr. Hutchings, who rode a most patient race on old "Peffer" to snatch a clever victory on the post by a short neck. The time, 4:28, is the fastest ever made for two miles on the Hongkong Course. Shell had an easy task set him in the German Cup, winning in a common canter from seven opponents. The Parsee Cup produced another splendid finish, Craftsman, chiefly owing to Mr. Ogle's determined riding, just beating Hualachan after a grand struggle, Bohemian, who was made favorite, finishing a fair third. Mr. Paul's popular colors had a turn in the Professional Cup, sunlight improving on yesterday's form, and winning handsomely, with the stable companion, Rose, second, and Redstart third. Mr. Gordon's bad luck stuck to him in the Town Plate, the 10lbs. penalty proving too much for First Comet, shamrock landing the "yellow jacket, white cap" very cleverly. After a very pretty race, sub Rosa won Mr. Henry's first race at the meeting, in the Broker's Cup, Rataplan running a good pony, and finishing a fair second. In the Flyaway stakes, sunlight scored his second victory after a punishing finish between Iroquois, strathpeffer, and Gang Forward, the last named turning it up when he appeared to have the race in hand.

Details are appended:—THE SCURRY STAKES, a sweepstakes of \$5 each, with \$100 added, for all *hound* fide griffins at the date of entry; Subscription griffins allowed 7lbs. extra; winner of Valley stakes; weight for inches. One Mile.

Mr. St. Andrew's grey Huntsman... (Mr. Ogle) 1  
Mr. F. S. Gordon's grey Airie... (Mr. Brandt) 2  
Mr. Paul's b. siccoco... (Mr. Nickels) 3  
Mr. Kerfoot's grey Bavarian... (Mr. Hutchings) 0  
Huntsman was backed against the field at events. The flag fell at the first attempt to a good start, siccoco making hot running just in front of the Derby winner, Airie lying next, with Bavarian in close attendance. No material change occurred until the half mile post was reached, where siccoco dropped away beaten, Airie at the same moment challenging Huntsman on the outside. From this point to the finish a desperate race ensued, the Derby winner just holding his own to the end, and passing the post first by half a length, with siccoco a bad third. Time, 2:11.

THE EXCHANGE PLATE, value \$500, presented by the Bankers and Exchange Brokers of Hongkong, for China Ponies; weight for inches; entrance \$10; second Pony to receive half of the entrance money. Two Miles.

Mr. Grammont's g. strathpeffer (Mr. Hutchings) 1  
Mr. Paul's dun Tajmahal... (Mr. Nickels) 2  
Mr. F. S. Gordon's dun First Comet (Mr. Brandt) 3  
First Comet was freely backed against the field. There was no difficulty experienced in starting the trio on their long journey, Tajmahal cutting out the work at a fast pace, First Comet lying at his quarters, Mr. Hutchings lying off about a couple of lengths on old "Peffer." There was no change in these positions until seven furlongs from home, where First Comet was sent to the front, and carried on the running three quarters of a length ahead of Mr. Paul's pony, strathpeffer still occupying his original position. At the Black Rock Tajmahal again assumed the lead, all the jockeys riding hard. Entering the straight First Comet dropped away beaten, and Tajmahal swerving across the course, strathpeffer at once challenged on the whip hand and getting up in the last few strides won by a neck—two lengths between second and third. First Comet beaten a couple of lengths for second place. Time, 4:28, the fastest ever accomplished in Hongkong.

THE GERMAN CUP, value 100 guineas, presented by members of the German Club, for subscription griffins only; weight for inches; entrance \$10; second Pony to receive 75 per cent; third Pony 25 per cent. of entrance money. One and a Quarter Miles.

Mr. Grammont's grey shell... (Mr. Hutchings) 1  
Mr. Sassoon's g. White Cloud... (Mr. Nickels) 2  
Mr. Henry's b. sub Rosa... (Mr. Ogle) 3  
Mr. Bulkeley's grey Grey Mist... (Mr. Allen) 0  
Mr. Kahn's dun spectre... (Mr. Easton) 0  
Mr. Jeddah's grey Rataplan... (Mr. D'Amour) 0  
Mr. Reiner's grey Swift Wings (Capt. Lindsay) 0  
Mr. Morgan's blk. Cromwell... (Mr. Essex) 0  
Shell was made a very warm favorite, odds being laid on him against the field. A good start was effected at the second attempt, sub Rosa being at once sent to the front, with Rataplan and Swift Wings in close attendance for the first four furlongs, the favorite holding a good position in the centre of the second division. Passing the stand the leader increased his advantage, but at the three quarter mile starting post he was joined by the favorite, who had the race in hand from this point, and cantered home the easiest of winners from White Cloud and the sub Rosa, with the rest of the field tailed off. Time, 2:49.

THE PARSEE CUP, value \$150, presented by the

Parsee community, for China Ponies, being *hound* fide griffins at date of entry; weight for inches; winners of one race at this meeting, 7lbs. extra; of two races, 12lbs. extra; subscription griffins, non-winners, allowed, 7lbs.; entrance \$5. Seven Furlongs.

Mr. St. Andrew's grey Craftsman... (Mr. Ogle) 1  
Mr. F. S. Gordon's grey Hualachan (Mr. Brandt) 2  
Mr. Kerfoot's b. Bohemian (Mr. Hutchings) 3  
Mr. Paul's grey Hurricane... (Mr. Nickels) 0  
Mr. Paul's ch. Thistle... (Mr. Reynell) 0

Bohemian was strongly fancied, a slight shade of odds being laid on him against the field. To a good start Craftsman, next the rails, made running from Hualachan and Mr. Paul's pair, Mr. Hutchings, as usual, lying off. The lot closed up at the half mile post, where Thistle was beaten, and with Hurricane dropping away a few strides further on, the race was confined to Craftsman, Hualachan and Bohemian. The last named was the first to crack up, and although the Derby favourite appeared to have the best of the struggle with Craftsman, Mr. St. Andrew's pony, hard ridden to the end, gained the Judge's verdict by three parts of a length. Time 1:53.

THE PROFESSIONAL CUP, value \$—, for China, Manila and Japan Ponies; weight for inches; winners of Ashley or Inniskilling Cups, 7lbs. extra; of both, 12lbs. extra; entrance \$10; second Pony to receive half of the entrance money. One Mile.

Mr. Paul's br. sunlight... (Mr. Nickels) 1  
Mr. Paul's ch. Rose... (Mr. Reynell) 2  
Mr. Moutat's ch. Redstart... (Mr. Hutchings) 3  
Mr. F. S. Gordon's b. second Violin (Mr. Brandt) 0  
Mr. Grammont's grey strathpeffer (Mr. Arnot) 0  
Mr. St. Andrew's ch. Driving Cloud (Mr. Allen) 0  
Mr. Henry's grey Rosella... (Mr. Ogle) 0

Rosella and second Violin cut out the work, with the others in a cluster to the six furlongs post, where the bay drew himself clear, and commenced the ascent to the Black Rock with an advantage of a clear length. In making the descent to the village Rosella and sunlight challenged simultaneously, but the first named immediately dropped away beaten, and second Violin entered the straight with a slight advantage of sunlight. Half way down sunlight shot to the front, and making the rest of the running, won easily from his stable companion, Rose, with Redstart a fair third, the others several lengths away. Time, 2:09.

THE TOWN PLATE, value \$—, presented, for China, Manila and Japan Ponies; weight for inches; winners of one race at this meeting, 7lbs. extra; of two races, 10lbs. extra; and of three races, 15lbs. extra; winner of the Foochow Cup, 7lbs. extra; penalties accumulative; previous non-starters to carry 12st; entrance \$10; second Pony to receive 70 per cent. of entrance money; third Pony, 30 per cent. One Mile and a Half.

Mr. Paul's br. shamrock... (Mr. Nickels) 1  
Mr. F. S. Gordon's dun First Comet (Mr. Brandt) 2  
Mr. Kerfoot's gr. Wild Race... (Mr. Hutchings) 3  
Wild Race made the running at a fast pace, the other pair lying a couple of lengths behind until passing the stand where shamrock shot to the front next the rails, First Comet also giving Mr. Kerfoot's pony the go-by. The leaders raced away to the Black Rock locked together, where Cornet's weight told, and Mr. Paul's pony at once assuming a clear lead. Nearing the village shamrock had drawn himself clear, and, increasing his advantage at every stride, won easily at the finish by about four lengths. Wild Race was beaten off, and walked the post dreadfully leg weary. Time, 3:20.

THE BROKER'S CUP, value \$250; a forced entry of \$5 each for all entered subscription griffins; 70 per cent. of the entrance money to go to the second, and 30 per cent. to the third pony; weight for inches; previous winners, 7lbs. extra; penalties accumulative. One Mile.

Mr. Henry's b. sub Rosa... (Mr. Ogle) 1  
Mr. Jeddah's dun Rataplan... (Mr. D'Amour) 2  
Mr. Kerfoot's grey Wild Sell... (Mr. Hutchings) 3  
Mr. Grammont's g. Grenade (Major Hamilton) 0  
Mr. Cleugh's grey scotch Mist... (Mr. Allen) 0  
Mr. Sassoon's g. White Cloud... (Mr. Nickels) 0  
Mr. James's grey Kwei Quat... (Mr. Grant) 0  
Mr. F. S. Gordon's g. Glengarry (Capt. Lindsay) 0  
Mr. Kerfoot's pbd. White Stockings (Mr. Essex) 0  
Mr. Theobald's grey Lightning... (Mr. Reynell) 0  
Mr. Kahn's dun Phantom... (Mr. Easton) 0  
Mr. Kahn's dun spectre... (Mr. Sampson) 0

After several false starts, the large field left the post well together and ran in a body to the stand where Lightning drew away several lengths ahead of sub Rosa and Scotch Mist. At the six furlongs post the field presented a long tail, Grenade whipping in nearly a couple of hundred yards from the front. At the Black Rock, Lightning was well beaten, and sub Rosa took a commanding lead which he maintained to the end, winning easily by three lengths from Rataplan, who passed White Cloud half way down the straight. Wild Sell came with a rattle at last, and finished a good third. The others passed the post in straggling order. Time, 2:14.

THE FLYAWAY STAKES, for all China, Manila and Japan Ponies; weight for inches; previous winners at this meeting, 7lbs. extra; subscription griffins allowed 7lbs.; entrance \$5, with \$100 added. Three Quarters of a Mile.

Mr. Paul's br. sunlight... (Mr. Nickels) 1  
Mr. St. Andrew's grey Iroquois... (Mr. Ogle) 2  
Mr. Grammont's grey strathpeffer (7lbs. ex.) (Mr. Hutchings) 3  
Mr. F. S. Gordon's grey Gang Forward (7lbs. ex.) (Mr. Brandt) 0  
Mr. F. S. Gordon's br. East Wind... (Mr. Essex) 0  
Mr. F. S. Gordon's dun Dauntless (Captain Lindsay) 0  
Mr. Paul's b. Gold Bar... (Mr. Reynell) 0

After one false start, in which Iroquois bolted and ran a quarter of a mile before being pulled up, the lot were despatched equitably, but after going a few strides Gang Forward and Iroquois drew clear away from their field; and held a commanding lead until the village was reached where they commenced to come back. At the entrance to the straight, sunlight got on terms, and strathpeffer coming with a rush on the outside, a grand race ensued which ended in sunlight's favor by a length, a short head separating Iroquois from strathpeffer, Gang Forward close up fourth. Time, 1:34.

The following is the Programme for tomorrow:—

THIRD DAY, SATURDAY, 25TH FEBRUARY.  
THE CATHAY CUP, value \$100, presented, for subscription griffins only; entrance \$5; entrance money to go to second Pony; weight for inches; previous winners, 7lbs. extra. One Mile.

THE CHALLENGE CUP, value 100 guineas, for China Ponies; to be won two years consecutively by a Pony or Ponies the *hound* fide property of the same owner; weight for inches

entrance (forced) \$5; first Pony to receive 70 per cent; second, 20 per cent; and third, 10 per cent. of entrance money. One Mile and Three Quarters.

THE LADIES' PURSE, for all China, Manila and Japan Ponies, to be handicapped by the stewards; entrance \$5. Seven Furlongs.

THE NAVY PLATE, value \$—, presented by Officers of H.M. Fleet for all China, Manila and Japan Ponies; weight for inches; previous winners at this meeting of one race, 5lbs. extra; of two races, 7lbs. extra; and of three or more races, 10lbs. extra; non-starters at this meeting excluded; entrance \$10; second Pony to receive half of the entrance money. One Mile.

THE KEEOHONG CUP, value \$—, presented, for China, Manila and Japan Ponies; weight for inches; entrance \$10. From the Black Rock Twice Round and in.

THE STAND PLATE, sweepstakes of \$5 each, with \$100 added for all *hound* fide griffins at date of entry; weight for inches; previous winners at this meeting 7lbs. extra; penalties accumulative; subscription griffins allowed 7lbs. From Two Mile Post Once Round and in.

THE CONSOLATION STAKES, for all beaten China, Manila and Japan Ponies at this meeting; weight for inches; entrance \$5, with \$100 added; second Pony to receive \$50. Seven Furlongs.

THE NID DESPERANDUM STAKES, for all beaten subscription griffins; entrance \$5, with \$100 added for the first Pony, and \$50 for second Pony; weight for inches. A Half Mile.

THE CHAMPION STAKES, a forced entry for all China, Manila and Japan Ponies, winners at this meeting; optional to beaten, Ponies; weight for inches; entrance \$20; winners of two races, \$20; of three or more races, \$50, with \$100 added. One Mile and a Half.

THE NATIVE SCRAMBLE, for China Ponies only; first Pony, \$25; second, \$10; third, \$5; to be ridden by Chinamen; catch weights. Once Round.

## RACE RIDING IN CHINA.

"The Robinson of Chifley," mark his seat, How firm and graceful, vigorous yet neat.

In an elaborate treatise on practical horsemanship published early in the century, the learned author lays it down in the strongest possible terms, that a person to attain any proficiency in race riding must have been accustomed from boyhood to constantly riding race horses at exercise and on the race-course. Without going quite so far as this, it may at once be safely conceded that no man can ever become a skilful jockey unless he has had in his youth, those varied experiences connected with horses and horsemanship, which can only be acquired by a severe course of training, and long apprenticeship in a racing stable. Attaining a certain proficiency in race riding, and becoming a perfect jockey are two very different things, and had the author we have quoted, lived to see the large numbers of gentlemen who ride fairly well, in Hunters' and Welter Races on the flat in Great Britain during the course of a season, we think he would have modified his views to the extent we have indicated above. Men who have plenty and varied practice in the saddle generally become good horsemen; but as good horsemanship in the literal acceptance of the term does not by any means constitute good jockeyship, or the art of race-riding—it is nothing unusual to meet men who can hold their own in the hunting field with the pick of the country, and whose riding in the Row or on the Heath is perfection in its way, and yet who in a race would be simply nowhere. One may ride well—to hounds, have a good seat and hands, possess nerves of steel and dauntless courage, and, in addition to these necessary adjuncts to finished horsemanship, may be thoroughly acquainted by study and practice with the habits and temperament of the noble animal, and yet as a jockey be a veritable muff. Knowledge of pace is the great secret of successful jockeyship, and as this can only be properly acquired by constantly riding racehorses in their trial gallops and in actual races, it may be confidently asserted that a term of years in a training stable is the only road by which the youthful aspirant can ever become a skilful jockey.

The English are admittedly the most "horsey" of civilized nations, and no matter in what part of the globe the saxon tongue is spoken, there will be found horse-racing in some shape or form. In the United States and the Australian Colonies the noble sport is carried on in its style second only to home racing; and in every little Colony which can provide homes or their substitutes and a running track, the race meeting is the sporting event of the year. As our subject limits us to racing in the Far East, and more especially to Hongkong, Shanghai, and the Coast Ports of China, we will not digress from our original theme, by sketching the progress of the sport in its various branches in India, Australia and elsewhere, but simply confine ourselves to the heading of this article.

The days of professional jockeyship so far as China is concerned, have departed with the "good old times," and all races are now contested by amateur riders. It is no doubt much better that the professional element should be rigidly excluded from participating in our racing carnivals, many abuses being thereby rendered out of the question; but although we gain in one respect, it must be confessed we most decidedly lose in another, in so much as our amateur horseman are so indifferent jockeys, that races thrown away through want of skill are not uncommon, while a thoroughly artistic set to and finish are, like angel's visits, few and far between.

It is essential that a jockey should combine a nice weight with great bodily strength; he should also have a firm seat; fine hands; excellent nerve and undoubted courage; great patience, and the power to keep perfectly cool under all circumstances, together with a thorough acquaintance with horses in and out of the stable; and, what is of more importance than all, he should be a good judge of pace. There is no pastime where judgment and good generalship can be often be called into play as in race-riding, for during a race many incidents may and frequently do occur, which, rendering "riding to order" equivalent to losing the race, call out the true merits of skilful jockeyship—judgment, decision, promptitude, and courage. As no two races are run in exactly the same manner, tactics which may



lead to victory in one case, would but lead to defeat in the other, and, to acquire the knowledge, the judgment how to act at a second's notice under circumstances, is the highest accomplishment of the experienced jockey's art.

We will presume that most of our sporting readers have been at the starting post, or at least have witnessed the start for one of the great classic races in England, let us say, the Epsom Derby. As the riders in the great three-year-old races are men at the top of the tree in their profession, we look for finished workmanship, and are not disappointed. There is no lustre, no "niggling" round to get an advantage of the starter, as is frequently the case in handicaps with troublesome lads in the saddle, but every jockey sits quietly waiting for the signal, with a good firm hold of his horse's head, and carefully watching the field, the starter, and his own mount at the same moment. There is seldom any difficulty in starting a field of horses with crack jockeys up, and as the flag falls they move forward in a line like a cavalry charge, you note the graceful (though rather peculiar) seat of each jockey as he stands in his stirrups, giving all possible freedom to the horse he bestrides, leaning well forward, with his hands loose enough to restrain without annoying, and his legs firm, as if nailed to the saddle. Each horseman seems a part of his horse, as a monkey seems a part of its tail, through the furzes, and commence the descent to the famous Tattenham Corner. Now comes the trying moment, when nerves and muscles are to be sorely tested as they thunder down the hill and make for the dreaded run in the straight. See how the younger and more daring riders closely hug the rails, risking life and limb to save a few yards, whilst the older and more cautious "jocks" keep well out, and running rather wide at the turn, lose a little ground, but have the upper ground and a clear course to finish on, no mean advantages at Epsom in a large field of horses. Watch closely, and if you are a practical horseman you cannot fail to admire the close seat, the delicate handling of the reins, the rare judgment displayed in taking a judicious pull at the right moment, or the daring which, taking advantage of any and every favorable circumstance which may crop up at any part of the race, shows a master of the art of jockeyship in the saddle. Note how carefully every horse is being nursed for that supreme effort when the bell is passed, although few of the field will be handy when that well known landmark is reached, for the pace is a strong one, and they can't all live home. There has been no tailing off, as the lot, well together, turn their faces homewards, but a few strides further and the gradually shortening stride, and the lessened pull on the bit tell the experienced pilots of more than half the field that they have "shot their bolt." As their horses begin to falter, each man sits down in his saddle, and with hands and heels resolutely rides his mount home. As they approach the road two distances from the chair, three horses have drawn out of the pack and are leaving their competitors behind at every stride. A chestnut and a bay are racing neck and neck in the centre of the course, first the "all scarlet," and then the "yellow, red cap" having the advantage, whilst a couple of lengths off on the lower ground a yellow jacket and black cap, borne by a great slashing chestnut, look dangerously prominent. As they near the Bell the jockey of the big chestnut takes the "feeler" at the two struggling leaders, racing up level, but apparently contented he drops back again reserving himself for a final rush. The bell is passed, whips and spurs are being vigorously used, and every accomplishment of the jockey's art is being brought into play for that last "half distance." The deafening roar from countless thousands of human throats is all unheeded by the three jockeys as they make the last effort, and the finish is a work of art, the bearer of the "yellow and black" coming with a well timed rush and winning by half a length in the last few strides, the other pair finishing a dead heat after a punishing struggle.

Let us change the scene from Doncaster's Derby to Epsom to another "yellow and black" Derby victory, that of Girths in the Hongkong Blue Riband three years ago. There is no great crowd at the starting post in the Happy Valley as at Epsom; there are men in the saddle, and the start is a fairly good one, although one or two of the "jocks" display a great deal of nervous anxiety to get well away. After the start there is no other point of resemblance between the horsemanship, or rather the jockeyship, displayed in the respective races. As the ponies race up the hill by the Black Rock, and stream round by the village in Indian file, we have every opportunity of comparing the style of the riders with the Epsom recollections we have sketched above. There is no standing in the stirrups, no artistic manipulation of the reins, to be seen. Bismarck's jockey is sitting well back, his legs dangling against the saddle flaps, the reins bunched in one hand, whilst the other bears aloft a cutting whip with which the rider makes frantic slashes at the empty air, as if he were practising the art of gentle Isaac Walton. They have only travelled five furlongs, but Bismarck is being driven along as fast as spur and an unceasing "jag" at the bridle can drive him, and the other gentlemen are energetically following suit. Every post is being made a winning post, and the race is only a rough scramble as to which shall get home first. But, stay, what is this coming quietly along a dozen lengths behind everything! We had overlooked the "wasp" jacket, and here it is, apparently out of the race, according to the dictum of bystanders. Not so fast gentlemen, if you please, here is a glimpse of real jockeyship at last. The rider, although not standing in his stirrups, leans well forward, his hands are low down, just in the position where he can at the same time guide and support his mount. He is not elegant, but he looks effective and workmanlike in this crowd. He has also ridden with judgment and carefully nursed his horse, hardly noticing his opponent's careering away lengths in front, knowing quite well that they must come back to him. And so they do with a vengeance. It is a painful struggle from the half-mile post, where whips and spurs are

being freely used. At the Black Rock Bismarck, and the bearer of a yellow jacket draw clear away, the riders bumping up and down, and flinging the hearts out of ponies that have not a gallop left in them. Now is the time for the "wasp," and emerging from the pack he draws himself clear in a few strides, and canters home alone. That the best horse won we very much doubt, but Mr. Hutchings had nearly a stone the best of the jockeyship, and that is an overpowering advantage.

And nearly all races in China are contested in the same manner. A frantic rush from the post, a loose rein, a great deal of flogging and kicking, and then a scramble home—so at the usual *modus operandi*. Of course there are exceptions to the rule, and in addition to Mr. Hutchings who is *fuite princeps*, Mr. Tennant is a very fine horseman, an excellent finisher; and Mr. Nickells, Mr. Edwell, Mr. Ogle, Mr. Brandt, and Mr. Lewis all bear deservedly excellent reputations as accomplished amateurs.

Without making any elaborate comparison between jockeyship in England, and race-riding in China, we may point out the glaring faults which we have constantly seen practised on our race-courses in the Far East. Our amateurs ride in very bad "form" so far as style is concerned. The seat usually seen is ridiculous for race-riding, however well suited for a military parade ground. The habit of holding the reins with the left or bridle hand, while the whip is held in the right, as if it were a fishing rod, is a pernicious one, and extremely unsightly. How can any horseman form a correct idea of the amount of "go" left in his mount, if he rides one handed and with a slack rein? How is it possible either to support or nurse a beaten animal, or to finish with strength and resolution, if the dexter hand is only used for flicking the empty air with the riding whip? The great weakness, however, of our horsemen lies in their want of tact, patience, and judgment; and as these qualifications are not to be easily acquired by gentlemen who commenced to ride late in life we simply point out the defects, and ask non-believers to carefully watch any race in China for corroboration of our assertions. Knowledge of pace is another qualification, not to be easily acquired by old stagers, although constant practice will assist any careful rider greatly in this respect. We have seen gentleman jockeys who have so little faith in their own judgment, that when riding an exercise gallop, or a trial, they constantly carry a stop-watch in a handy pocket, and trust entirely to "Benson." As in the actual race they could hardly have an opportunity to refer to the time-piece, we cannot think this plan, however ingenious and deserving of success, can improve these gentlemen's competency as judges of pace; in point of fact we have had ocular demonstration to the contrary.

To show how little attention is paid to this accomplishment we may mention an incident which we personally witnessed in the Happy Valley about five years ago. A gentleman, who was reputed to be the best horseman (not pony-rider) in China, had a leg up to give the Australian horse Claymore an exercise gallop of one mile. Having but recently arrived from England, where for many years he had frequent opportunities of seeing exercise gallops on Newmarket Heath and Middleham Moor, this particular one astonished us not a little. Catching hold of the horse's head Mr. — went off at a score as if he were actually engaged in a half mile race, and drove the game little nag along without one single judicious pull until both rider and horse were so dead settled that they came to a complete standstill three furlongs from home, and had eventually to walk in. The remark of the rider to his friends on dismounting, "that both himself and the horse were out of condition" was a poor apology for one of the most painful exhibitions we ever witnessed. Yet this gentleman was, strictly speaking, a very fair horseman; only he lacked judgment and knowledge of pace as a race-rider. It would be folly to expect our amateur riders ever to attain any great amount of proficiency or skill in race-riding for reasons stated at the commencement of this article; but we do certainly believe that great improvement could easily be made on the style of horsemanship at present in vogue.

If standing in the stirrups is of so much advantage to the horse as compared with the ordinary seat, and if it enables the rider to collect, or keep the horse well together with so much ease, it ought to be practised by all race-riders. This seat is an exceedingly easy one, and for a short gallop not at all uncomfortable. The reins should be held one in each hand, and the rider catching a fast hold of his horse's head, should hold him well up to the bit at the same time. The whip, held firmly in the right hand, should point downwards, and should never be raised until the last moment—In finishing, the rider should sit close to the saddle, so as to be able to utilize his full strength in collecting his horse for the last grand rush, and to afford him every opportunity of pushing effectively in a close finish. In England you rarely see a jockey lift his whip until well inside the distance, and many of the most experienced of the craft prefer to finish with the bridle alone; but in Hongkong, and at other race meetings in the East, flogging commences with the fall of the flag; and frequently before a pony has fairly settled into his stride the rider is whipping with might and main, usually upsetting the animal's temper, or causing him to change his leg and founder about all over the course; and the loss of the race is the result.

We have few hopes that our remarks on the subject of race-riding in China, will cause a new style of horsemanship to be adopted by the present race of jockeys. These gentlemen will doubtless have such exalted views of their own abilities in the saddle, as to place them, in their own estimation, outside the pale of improvement. The inordinate conceits of men who can ride a little, and who fancy themselves better horsemen than Dick Christian and equal in jockeyship to George Fordham, have long since become a by-word among sporting men, so it is not for these accomplished *aristocrats* that these lines have been penned. There are many young fellows in China who ride well enough after a fashion, but who have not had opportunities of practically becoming acquainted with the rudiments of true jockeyship, and who, we feel assured, will not hesitate to avail themselves of the hints we have given above, as it is only by a thorough adherence to the principles laid down that any aspirant to fame can even hope to "winch the world with noble horsemanship."

## FOOCHOW.

The final close of the present Tea Season at this port, will take place in a few days when the Steamship *Glennier* will take away to London what little stock there is now remaining.

During the past fortnight we have been favored with the presence of two British and one Russian vessels of war. It is either a feast or a famine in this respect as it is now some time since we had any vessel of war at all in our harbor.

A suggestion for a telephone exchange in Foochow has been mooted, and no doubt such an addition to the primitive but invaluable club-book system will enormously facilitate business, if the place is large enough to offer adequate remuneration to the promoter of the scheme.

We are informed that the stewards of the Fokien Race Club held a Meeting on the 14th instant to consider the question of a Spring Race Meeting, and that after some conversation and weighing carefully the *pros* and *cons*, it was unanimously decided to hold a Two Days Meeting immediately after Easter. We do hope the clerk of the weather will take into consideration the disadvantages under which the racing community enjoyed themselves in December last.

We learn that several of the parents of the Chinese Students who have lately returned to China from the United States, have sent a petition to the Peking Authorities requesting that permission be granted to their sons to return to America in order to complete their studies. These parents also say that if the Chinese Government do not care to defray the expense, they themselves will do it, and in their petition they add that they will guarantee that their sons shall serve the Chinese Government, upon their final return, for a given length of time.

The failure is reported of a native Tea-hong with liabilities estimated at \$500,000 to \$600,000, and the managing partner, a Chin-chew man, is said to have fled from his disgrace. It is stated that his difficulties were mainly connected with the disastrous season of 1889-1890, and that, could the honor only have recovered what was due to them from their connection with country, the crisis would have been prevented. The hong has been in existence three seasons, two only under its present constitution, and with the past season following its predecessor it is not surprising to learn that one of the monied partners was anxious to clear out of the concern.

Many interest anti-opium agitators, who believe in the bland simplicity of the Celestial, and go in for such unworldly views as "China is a child in diplomacy," and "needs to be led," that, at the late (fifth) International Congress of Orientalists held at Berlin, a Paper was read by Dr. W. A. P. Martin (American), President of the Tung Wen College of Peking, on Chinese International Law. The Lecture illustrated his subject by a translation of an international treaty concluded between five states of China, five hundred years before the birth of Christ, which, as regards principles, might easily form the basis of the international treaty to be concluded by the Great Powers of Europe.

It anticipates everything that has been considered essential, even to an extradition clause, verifying the old proverb, that there is nothing new under the sun. The "typhoon" tea-drying apparatus appears to be effecting wonders on the Assam Tea Plantations. Our readers are of course aware that in tea as well as in other things, diversity of product may arise from a variety of circumstances, and that difference in manufacture has as much to do in the commercial classification as anything else. Drying is an essential process in tea preparation, and on the method of the goodness of the out-turn is said to depend. The tea, as regards color, flavor, and strength. Where English capital and enterprise have been heavily launched in the Tea industry, we are not surprised to find Western science and resources brought to bear on improvements in the processes of its production and manufacture. The natural result is an outcome of numerous "patents" all purporting to defy competition in their respective domains. In this competition "dryers" are well represented. But the disadvantages that most of these particular inventions labor under were want of simplicity and excessive price, cost and working expenses. These difficulties have been apparently in a great measure overcome in Mr. Robertson's appliance, which is rather eccentrically designated as the "typhoon." A Committee of India Planters—thirteen in number—qualified to examine and report on the subject have pronounced satisfactorily on its merits. The apparatus is described as a simple and inexpensive construction of brick and iron, which can be erected without skilled labor. The heating material employed is coke the consumption of which is proportioned to the dried tea produced as is to 4, by weight, an admitted satisfactory result, particularly as the tea is a locality where such fuel is not always readily procurable. The out-turn from the "typhoon" is said to be at the rate of forty pounds of thoroughly dried tea per hour; but there are grounds for believing the apparatus capable of accomplishing more. Over and above these satisfactory results, as regards quantities, the Committee give a tribute of praise to the manner in which the work was performed. The quality of the out-turn is best in advance of London quotations, which are slightly in excess of those dried by other methods. The entire cost of construction—material and labor—is under 30/- each, and there is every reason for believing these recommendations will not only lead to general adoption of the apparatus, but will simply enable it to defy competition; cheapness and quality are the desiderata in the production of a commercial article, and as these requisites are supplied in a very high degree by the "typhoon" described, we have not hesitated in giving it publicity.—*Herald*.

## COLONEL J. O. LINDAM.

The Rev. W. Kitchen writes from Oxford to *The Times* as follows:—Near the end of last year you announced in your obituary the death, on December 20, of Colonel James O. Lindam, K.H., at the age of ninety-two. I have waited in the hope that some one better qualified might furnish an account of this old Waterloo man; as, however, none has hitherto appeared, I venture to send you the following scanty and imperfect reminiscences of my old friend, James Lindam, who was half a Devonshire man and half a Dane, got his commission in 1810 and was sent out at once to Portugal, where he joined while the forces of Torres Vedras were still lying in the forward movement came when he was one of the 1,800 English soldiers who, after the murderous battle of Albuera, stood triumphant on the fatal hill. Of the brigade to which he was attached only 600 out of the 1,500 were unhurt. The old man once, with graphic simplicity, described to me the scene on the hill-top after the struggle was over. "But young fellows," he added, "soon found out that we were splashing of gun-cartridges out of the broken iron ramrods which were lying all about the place, and others who were out of the bodies of the horses that had been killed, and grinded them over the fire; and I don't think I ever had a better dinner in my life." After Albuera Lindam followed Wellington's victorious march through North-Western Spain, and was present at most of the fighting, including the taking of San Sebastian. At the close of the Peninsula war, in

1814, he embarked at Toulouse with the British Infantry (the Cavalry was marched through France), and came home to enjoy in peace, as he thought, his well-earned laurels. But the "Hundred Days" soon followed, and his regiment was at once ordered to Belgium, where he once more found himself under the command of Wellington. After the battle of Waterloo, however, he was unable to tell us much, or he was badly hit early in the day, in I think, the hotwork at the defence of Hougomont. He was carried to the rear, and knew no more till long after the struggle was over. They got him safely back to England; but for two years it seemed that his constitution could not recover from the shock of his wound. At last, as he began to despair, and as peace seemed secure, his friends warned him that if he slipped out of their hands the value of his commission would perish with him; and so, to save the purchase-money, he sold out in 1817, and closed as a helpless invalid sixty-three years ago his career as a soldier. This is why he never rose above the rank of colonel. From that time onward he spent his quiet life partly in England, partly in Denmark. He was always a man of active habits and very simple tastes. Severely and even early morning to walk for half an hour in the park; he was always ready to take his part in anything that was going on. No one would have thought, from the freshness and life of his face, his plentiful grey hair, and upright, tall figure, above all from the unflinching clearness of his mind and memory, that he had at that time passed his ninetieth birthday. Only last summer he went over to Denmark as usual, travelling, apparently, without the least fatigue; we heard that one day he had been seen at a social evening he had taken part in, and that the same evening he had taken part in both parties of that quiet little watering-place. He came home again before the winter, and though his strength seemed somewhat to have failed, he seemed to be in his usual good health. At the end he passed away serenely, without pain or illness; the worn-out machine had quietly ceased to act. Though he had long outlived all his comrades, and was, perhaps, the last surviving officer who had been through the Peninsular war at Waterloo as well, still there were not a few, besides his own kinsfolk and descendants, who admired and honored the frank and cordial old man, and had listened with deep interest to his reminiscences of early life. He was not a great talker, and had none of the proverbial garrulity of old age; if, however, he was in the vein, those who heard him felt themselves carried back to days and scenes now historic, and to the society of men who seem to us to belong to another world, so far away had they come to be."

## PARIS LETTER.

PARIS, January 14.  
The Republic may have prospered within its walls, but it cannot boast of peace without its walls. A fortnight ago—on New Year's Day, limited crowds were wishing Gambetta many happy returns of the season; to day they are wishing him at Nova Zembla or the Lord knows where. It is difficult to know Gambetta's game or penetrate his play; he is beyond doubt setting his political life upon a cast, and will stand the hazard of the die. Sink or swim, he has diminished his popularity and raised serious doubts as to his ability as a statesman. Even moderate men condemn him; extreme people are ready to devour him.

A year ago when Carot brought forward his proposition for the revision of the Constitution, he was regarded as an idiot and laughed into the shade. The general elections took up the cry of reform the Senate, and Gambetta turns the position to reform, not so much the Senate, as the newly elected Chamber of Deputies, by insisting that his *duties* or hobby, of electing members *en bloc* for each department, shall supersede the existing division of labor, of one member for each electoral division or department. The former, commonly known as the *scrutin de liste*, in the minds of all rational men could wait some three years, when the present Chamber would be approaching its natural span of life, the more so, since Gambetta alleges, under no circumstances would he apply the law if voted, before the period legally fixed—four years, for the dissolution of the Chamber.

Now that promise is what few believe, especially since Gambetta's opportunism has drifted into accepting black for white; or in making no difference between the arch enemies of Republicanism and the life-long devotees of that same issue. He is suspected, and that, according to Burke and the French, is the mother of surety. To ask some 570 deputies not year warm in their seats, to vote a Damocles sword for themselves, placing the right to clip the hair which suspends over their heads, between the hands of Gambetta, is what neither they nor their constituents comprehend. If the thread be not severed, the deputies would be in the position of so many condemned with halters round the neck; on the first sign of independence, Gambetta would give in, in capable of misunderstanding.

Public opinion is not at all favorable to these tactics, and Gambetta is sorely because he receives more kicks than halfpence. The public had faith in him, and expected he would be removed mountains; he has done next to nothing so far, and the little he has effected, is bad. If his Reform Bill he defeated at the coming Congress—that is the reunion of both Chambers—he will resign. People do not take that alternative very much to heart, but they shrewdly know it is a matter of grave complications. As a private member of parliament, Gambetta might be more troublesome as an agitator than as an opportunist, for France will not pardon being deceived in her idol, and would close his eyes to the avenue to the Presidency. I do not say if he fell, he would fall like Lucifer, never to rise again, but the halo surrounding his name would be dissipated. In 1849 Thiers was regarded as the Presidential man; he was defeated, and he remained for some thirty years in the cold shade of opposition. Indeed when he returned to power, it was relatively short, and cut short.

Paris and its suburbs constitute the department of the Seine; the quinquennial census recently taken indicates a total population of 552,000, the figures in 1871 being 241,100. Paris proper, which in 1876 had 1,989,000 now boasts of 2,226,000. The results for the country at large will not be known till the close of March. The Germans, however, are still far ahead, despite the swarms annually thrown off from the hive. If Vaterland has the superiority in babies, France has the advantage in francs, as the material prosperity of the country is no longer so marked.

No light has been let in on the question of the Commercial treaty between England and the latter being roundly abused; the little dogs and all, Tray, Blanche, and Sweetheart, bark at her. Not only does *perfidie Albion* decline the offered Frenchman's generosity of quadrupled import duties, but John Bull's hesitation and sulks are imitated by Switzerland, Holland and Spain. One of those mornings we are expecting the usual stereotyped wire, that Sir Charles Dilke has arrived in Paris to renew negotiations and that he has asked M. de Manteuffel the next day to London to consult Manteuffel. It is a case of hide and go seek, or blind man's buff. The English delegates do not even remain long enough to allow conscientious hotel-keepers to fleece them. Belleville was once, in the last century, one of the most favorite suburbs of the capital; its dan-

cing saloons had a reputation, and its shady bowers attracted even the Regent and Cardinal Dubois. It was a perpetual Greenwich Fair. It was a desire to indulge in the pleasures of the place that led the terrible bandit Cartouche, to make a visit, and that he paid for by his arrest, ultimately ending, by his being broken on the wheel. To-day Belleville is more occupied with politics than dances. It is so far advanced, that it has the honour of publishing a journal for its own quarter, the first venture of the kind yet attempted in the capital. To witness the penny gaffs, the seeker of sensations and novelties must betake himself to the outskirts of the city, and the merriest he will find to be in the neighborhood of the cemeteries. The chief *habitudes* are rogues and detective police, with prostitutes underlying the first degree of expulsion, that of punishment from the city. If they return, they are conducted to the frontier, the world being all before them where to choose. Respecting prostitution, the new Perfect of Police, is doing excellent work; by compelling the Phrynes and Aspasias, and the hetaire race in general, to display their charms as rarely as possible on the high ways. Conviction for disobedience involves a fortnight's imprisonment; the second offence, entails expulsion.

Ex-Communist General Eudes, has been sentenced to prison for a month; he, as did others, endeavored to make political capital out of an anniversary pilgrimage to the bones of Marquis. The red flag was displayed too soon, and hence the intervention of the authorities. On the 18th March next, a manifestation of greater significance will be attempted. As no sympathy is expressed towards the ex-residents of New Caledonia, they are simply handed over to the police for attention. The remark is being made, how does Rochefort, who in his paper boasts on all these unfortunates to knock their heads against the wall, never show at these manifestations? It recalls a scene in "Ragabaz," where two political pals exclaim:—"Now is the moment to show ourselves—let us hide." He is more banefully influential by keeping in the shade. He could enter parliament at any moment, but there he would be as great a failure as when he rises to address a Jacobin auditory, packed by his dupes.

The Variétés theatre has brought out a comedy—Vanderville, *Lib*, in three acts, by Messrs. Hennequin and Milland, with a few successful ballads that will grind by Hervé. The piece aims to allow Madame Judic to appear in three creations: viz. *Lib* as a girl, a mother, and a grandmamma, following in love with a regimental trumpeter and cook when in her teens, meeting him ten years later when he became a distinguished lieutenant, having seduced 15 Arab wives, who followed him to the camp with their babies, horses, and sheep, less their husbands, for which *razzia* he won his epaulettes; at this age he re-meets his inamorata, whose husband by his neglect throws her in the soldier's way; a baby is the consequence; in time a grand daughter appears, and to assist at the latter's marriage brings the soldier, now an old man, in contact with Judic's third character of grandmother, where they recall the souvenirs of the past. It is a triumph for Judic, and the play will keep on bills for long time.

About seven years ago Paris had only one Sunday Concert—Paderloup's, at present the capital has four. At them all, the extraordinary feature is the execution of elegant extracts from Wagner; the French are in a fair way to love the scientific German composer as much as King Ludwig himself. It is not seven years since Paderloup was threatened with the lamp-post for daring to give the obsequious overture to *Tristan*. I will never forget the Sunday, as it cost me a new hat; holding the latter in my hand like others, I was accused of sympathy, of being a Prussian, and when I placed it on my head, I was charged with disrespect; and received a blow with an umbrella from an enthusiast, that dispensed with ventilation for the title. Faure sang majestically the dream song from Massenet's opera, *Herold*.

A M. Lapeyrouse, aged 60, married to a charming wife, and having a grown up son, has been sentenced to two years' imprisonment for an attempt to violate the pretty spouse of one of his clients. The Code punishes the attempt just as the commission of the deed.

Leo Saxil, is bringing out an infamous publication in serial parts—the "Comic History of Jesus." He has written also a comic history of the Bible, and his scurrilous romance about Pius IX. has led to his being fined 100,000f.

We find in a London paper an indignant protest against the ungalant journalist, who have nicknamed Miss Anna Parnell the "Sally Brass" of the Irish Land League. Sally Brass is described by Dickens as a formidable middle-aged female with a face like a door-knocker. Miss Parnell is young and pleasant-faced. It is enough to say that she is an Irishwoman to vouch for her wit. But we wish it were otherwise employed.

An epidemic disease, to which the name of "pink eye" has been popularly given, has lately been prevalent among the horses of Ohio and Western Pennsylvania. It is really a species of influenza, in which all the symptoms which characterize the disease in the human subject are present. Langour, disinclination for exertion, headache, weeping from the eyes, red and puffy eyelids, discharge from the nostrils, and swelling of the legs, with much general fever, are among the symptoms. There is no trouble with the lungs, nor any cough, as in the aggravated pulmonary influenza. The disease lasts from three to ten days, and with good nursing and rest disappears without any secondary complications.

A singular accident befell a Scotch clergyman while preaching in a Nonconformist chapel at Shepherd's Bush on Sunday, Jan. 8. He is said to have had "a vigorous style," and now and again the "portly preacher" would lean his whole weight on "the reading-stand," gazing intently into the faces of his auditors to deepen the impression of his counsels. While he was once thus gazing, the correspondent says, "the audience were startled by seeing the reading-stand topple over the platform, followed heading by the energetic preacher himself. Many rushed to his assistance; but although the fall was one of his footing, and at once returned to his place at the restored reading-stand." Before resuming the preacher remarked that "those who leaned upon the Master would be better sustained than he had been while leaning upon the reading-stand of His servant."

Some important MSS. have just been added to the Manuscript Library of the British Museum. Among them are the answer of Gardiner, Bishop of Winchester, to the articles of the Royal Commissioners, January, 1551; Papers relating to the Council Catholics; a Year-Book of Law Cases, 1299-1300; Commentary on the Odes of Horace, Poeticon; fourteenth century; the "Aurora," or "Biblia metrica" of Peter de Riga, fifteenth century; and an Italian version of Bæthius "De Consolatione," fifteenth century. The late Mr. William Burgess has bequeathed several illuminated service books and other MSS. to the Museum. Among them are a Latin Bible of the thirteenth century; a Psalter of the same period, with initials and grotesques; the "Roman de la Rose," the "Cité des Dames," by Christine de Pisan; the "Satires of Juvenal and Persius, 1452; and the "Rime" and "Trionfi" of Petrarca.

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NOTICE.

From THIS DATE, and during the absence of Mr. J. BRADLEY SMITH, Mr. D. McLAURIN will act as Secretary.

W. REINERS,  
Chairman, Board of Directors.  
Hongkong, 1st January, 1892. [85]

WANTED, EMPLOYMENT, by the Advertiser as a General Assistant in a Mercantile Office, either in Hongkong or Shanghai. The Advertiser understands BOOKKEEPING, INSURANCE, and SHIPPING BUSINESS. Salary Moderate.

X. Y. Z.,  
Office of this Paper.  
Hongkong, 25th January, 1892. [6]

RECORD OF AMERICAN AND FOREIGN SHIPPING.  
Agents,  
ARNHOLD, KARBURG & Co.  
Hongkong, 15th June, 1891. [3]

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.  
ARNHOLD, KARBURG & Co.  
Hongkong, 15th June, 1891. [6]

## NOTICE.

BOOKBINDING AND RULING IN ALL ITS BRANCHES EXECUTED AT VERY LOW RATES AT THE  
"HONGKONG TELEGRAPH" OFFICE.  
Account Books ruled to any pattern. Music bound in elegant style with Best Materials.

"TELEGRAPH" OFFICE, HONGKONG.

## NOTICE OF REMOVAL.

A. MILLAR & CO., PLUMBERS, GAS-FITTERS, &c., &c., have REMOVED their Office and Warehouse to No. 6, BEACONSFIELD ARCADE, where Orders for Fittings and Repairs will be punctually attended to.  
Hongkong, 11th November, 1891. [25]

THE PATENT TYPE FOUNDRY COMPANY,  
31, RED LION SQUARE, HOLBORN, W.C., LONDON.

SHANKS, REVELL, & Co.,  
PROPRIETORS,  
NEWSPAPER, BOOK, MUSIC, & GENERAL TYPE FOUNDERS.

Sole Proprietors of JOHNSON and ATKINSON'S Automatic Machinery for Casting and Finishing Printing Type, and Manufacturers of JOHNSON'S Patent Hard Metal, patented April 5th, 1854.

Estimates for Newspaper, Book, and Jobbing Plant at specially reduced rates.

All kinds of Printing Machines, Presses, Paper, and everything connected with Printing Business supplied on most reasonable terms.

SPECIAL AGENT FOR CHINA, JAPAN, AND THE FAR EAST,  
ROBERT FRASER SMITH,  
No. 6, PEDDAR'S HILL, HONGKONG.

Hongkong, 4th February, 1892. [88]

THE HONGKONG DIRECTORY  
WILL BE SOLD BY  
Messrs. KELLY & WALSH  
QUEEN'S ROAD.

THE HONGKONG DIRECTORY  
WILL CONTAIN  
THE REVISED ISSUE OF THE  
POSTAL GUIDE.  
OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY  
WILL BE SOLD BY  
Messrs. MACLEWEN, FRICKEL & Co.  
QUEEN'S ROAD.

THE HONGKONG DIRECTORY  
WILL CONTAIN  
THE NAMES OF THE OFFICERS  
OF THE BUFFS  
NOW ON THE WAY TO THIS STATION.  
OFFICE, 6, PEDDAR'S HILL.

HAIR DRESSING SALOON  
HONGKONG HOTEL.

W. P. MOORE begs to inform the Gentlemen of Hongkong and Visitors that he has reduced the price of Hair-Cutting to 50 cents. Having now in his employ three competent Assistants who are always in attendance, he guarantees to execute this class of work, in all its branches, with a perfection which cannot be excelled in any part of the World.

Hair-Cutting.....50 Cents.  
Shampooing.....25 Cents.  
Shaving.....25 Cents.  
Trimming Uards.....25 Cents.

MONTHLY CUSTOMERS TAKEN AT REDUCED RATES.  
RAZORS MOST CAREFULLY RE-SET.

Mr. MOORE begs to recommend his GOGO SHAMPOO WASH.

to the public as unrivalled by any preparation ever produced for promoting the growth of the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are never found bald, and it is quite common to see the females with hair from 5 to 6 feet long. By constantly using this shampoo Wash as directed, you will NEVER BE BALD.

The proprietor offers the Wash to the public entirely confident that by its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it allays the itching and fever of the scalp, which is the great cause of people losing their hair.

Mr. MOORE has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate. [39]



*SHIPPING IN HONGKONG.*

HONGKONG—SAILING VESSELS  
(Continued)

## Post Office

STEAMERS.  
 ... ASHINGTON, British steamer 800

PANAY, American ship, 1,190  
n, Bell & Co.

## CHINESE FIRMS AND CORR

A MAIL WILL CLOSE

of Singapore.—*Per Ladanghah*, the 25th instant, at 5 P.M.  
For Swatow, Amoy, Tamsui, and Taiwan, the 25th instant, at 5 P.M.  
*Haifoon*, to-morrow, the 25th instant, at 5 P.M.  
For Hoihow, Pakhoi, and Haiphong.—*Per Ag-on*, to-morrow, the 25th instant, at 5 P.M.  
For Swatow, Amoy, and Foochow.—*Per Thales*, Monday, the 27th instant, at 5 P.M.  
For Straits Settlements and Bombay.—*Per Accen*, on Tuesday, the 28th instant, at 2.30 P.M.  
For Kobe and Yokohama.—*Per Niigata Maru*, on Friday, the 3rd March, at 3.30 P.M.

The Postal Guide published in 1879 being somewhat out of date, a revised issue is entered in the *Hongkong Directory* and *Hongkong Almanac* for the Far East for 1882, which supercedes all previous editions.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "L'ARCADE," will be despatched on MONDAY, the 27th February, for Havre, Bremen, and London, and will call at Europe, via Naples, to Saigon, Siam, Batavia, Batavia, Barmah, Ceylon, the Australian Colonies, Pondichery, Madras, Calcutta, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing Mails, &c.

MAILS BY THE BRITISH PACKET.

The British Contract Packet "CATHAY" will be despatched on TUESDAY, the 7th March, with mails to and through the United Kingdom and Europe via Brindisi; to the Straits Settlements, Singapore, Barmah, Ceylon, India, Aden, Mauritius, &c.

N.B.—This Packet carries no mails for the Australasian Colonies.  
The usual hours will be observed in closing the Mails, &c.

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HOURS FOR CLOSING THE CONTRACT MAIL.  
THE FRENCH MAIL.  
DAY BEFORE DEPARTURE (or SATURDAY if the departure be on Monday).  
P.M., Money Order Office closes. Post Office closes, except the night box, which is always open out of office hours.  
DAY OF DEPARTURE.  
A.M., Post Office opens.  
A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.  
A.M., Mail closes, except for Late Letters.

steamer *Ceylon* reports left Manila

40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 Cents until time of departure.

THE ENGLISH MAIL—DAY OF DEPARTURE.

COON, Money Order Office closes.

P.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases.

P.M., Mails closed, except for Late Letters.

10 P.M., Letters may be posted with Late Fee of 10 cents, until

30 P.M., when the Post Office closes entirely.

40 P.M., Late Letters may be posted on board the Packet with Late Fee of 10 cents until time of departure.

British steamer, from Foochow.

At 2.15 P.M. Registry ceases.  
At 2.30 P.M. Post-office closes, but letters for Union Countries may be posted on board the packet with Late Fee of 10 cents extra Postage until the time of departure.  
Correspondence for Non-Union West Indies cannot be sent by this route.

**SOLDIERS' AND SAILORS' LETTERS.**

en, British steamer, for Faochow.

Letters to the United Kingdom or to any other part of four cents (four pence) each, which may be prepaid either in Imperial or in Hongkong stamps. By private steamer the postage is two cents (one penny).

2.—The same privileges apply to letters addressed to the Privates and Non-commissioned Officers named above.

3.—Private steamers leave Hongkong for London about every ten days.

4.—The letters must not exceed half an ounce. No hankerschiefs, jewellery, &c., can be sent, even with a written order.

5.—For soldiers or sailor's class and description must be stated in full on the letter, the cover of which must be signed by the Commanding Officer, with name of regiment, ship, &c., in full. If to a soldier or sailor, his class and description, with name of regiment, ship, &c., must be stated in full.

6.—Soldiers and sailors have no privileges with regard to books or papers, nor can these be conveyed with Imperial Stamps.

LETTER BOXES.

DEPARTURES.  
British steamer, for Hongkong.  
British Bark, for Shanghai.

The attention of boxholders is called to the necessity of carefully sealing such boxes with some recognizable seal, and of sending a check-book or receipt with them. The omission of the latter precaution leaves a doubt as to whether the contents of the box ever reached the Post Office; the omission of the former, as to whether part of them might not have been abstracted for the sake of the postage stamp.

**RATES OF POSTAGE.**

Letters, per 1 oz.	10 Cents.
.....	5 Cents.

5.) .....China Ports .....Dec. 1

Newspapers & Prices Current, each 3 Cents,  
Registration ..... 10 Cents,  
Do. with return receipt..... 15 Cents.  
Commercial papers signify such papers as,  
though written by hand, do not bear the character  
of an actual or personal correspondence, such  
as invoices, deeds, copied music, &c. The charge  
is the same as for Books, but all packets of and  
under 4 oz. weight are charged 5 Cents.

LETTERS FOR THE UNITED STATES BY SAILING

.....Cardiff.....Aug.

acted as carrying a mail, it is only necessary to post the letters in the ordinary way, marked with the name of the ship, and prepaid to cents per half ounce as usual. The Post Office then undertakes the duty of obtaining notice of departure and despatching the correspondence. It is requested that the letters be posted, possible, at least one day before the date fixed for sailing.

**STAMP OFFICE.**

The above Office being now provided with Cheque Books, Books of Receipts, Rent Collectors' Books, &c., can be stamped beforehand in the same manner as Cheque Books. Loose receipt forms can also be stamped if required.

\* Not for Warrant Officers, viz. — Conductor, Gunner, Boatman, or Carpenter.

Printed and Published by ROBERT FRASER-SMITH, at No. 4, PRINCE'S HILL, in the City of Victoria, Hongkong — 1885.